

1 I CLAIM

2

3 1. A through-hull inboard propeller drive comprising:

4

5 A casing having an upper end and a lower end, upper end apparatus and lower
6 end apparatus, said upper end apparatus being assembled on said upper end,
7 said lower end apparatus being assembled on said lower end,

8

9 said drive further comprising a silent chain

10

11 said upper end apparatus comprising:

12

13 a drive shaft

14

15 a drive sprocket

16

17 a first and second bearing

18

19 first and second bearing carriers

20

21 first and second ends of said upper apparatus, each having a centric bore

22

23 said silent chain located between said first and second bearing carriers,

24

25 said drive sprocket being mounted on said drive shaft, said drive shaft and drive

1 sprocket being carried at said upper end, in said first and second bearing

2

3 said lower end apparatus comprising:

4

5 a driven shaft

6

7 third and fourth bearing

8

9 a driven sprocket

10

11 said driven sprocket being mounted on said driven shaft, said driven shaft and
12 driven sprocket being carried in said lower apparatus, on said third and fourth
13 bearing, said silent chain interconnecting said drive and driven sprockets, said
14 drive and driven shafts and sprockets being a distance apart and parallel, said
15 upper end apparatus further comprising a device for adjustment of said distance,
16 said drive shaft being constrained by said bearing carriers mounted in said centric
17 bores to remain parallel during said adjustment of said distance and being parallel
18 when said adjustment is complete.

19

20 2. The propeller drive of claim 1 in which said first and second bearings are carried
21 eccentrically in said first and second bearing carriers and further comprising a
22 connector for interconnecting said first and second bearing carriers, said first
23 bearing carrier being rotatably installed in said first centric bore, said second
24 bearing carrier being rotatably installed in said second centric bore, said connector
25 interconnecting said first bearing carrier with said second bearing carrier such

1 that said first and second bearing carriers are aligned, so that the movement of the
2 connector causes equal movement of said bearing carriers, said bearings, said
3 drive shaft and said silent chain, said drive shaft remaining parallel to
4 said driven shaft during said adjustment and after said adjustment.
5

6 3. The propeller drive of claim 1 further comprising means to selectively prevent
7 movement of said connector and said bearing carriers relative to said casing.
8

9 4. The propeller drive of claim 1 in which said first centric bore in said front plate and
10 said second centric bore in said rear plate are centrally located about the same
11 horizontal center axis.
12

13 5. The propeller drive of claim 1 in which said first centric bore in said front plate
14 and said second centric bore in said rear plate are centrally located about the
15 same vertical center axis but a distance apart.
16

17 6. The propeller drive of claim 2 in which said first centric bore in said front plate and
18 said second centric bore in said rear plate are centrally located about the same
19 horizontal center axis.
20

21 7. The propeller drive of claim 2 in which said first centric bore in said front plate
22 and said second centric bore in said rear plate are centrally located about the
23 same vertical center axis but a distance apart.
24
25